

THAT WHICH IS CLAIMED IS:

1. A parallel-configuration system (7) for hybrid propulsion vehicles (10) wherein the drive thrust is distributed between an electric engine (3) and an internal combustion engine (1) through a transmission system (2) delivering the torque of both engines (1, 3) to the vehicle wheels, characterized in that the internal combustion engine (1) operates at steady state.

2. A system according to claim 1, characterized in that the internal combustion engine (1) is a common-rail diesel engine.

3. A system according to claim 1, characterized in that the internal combustion engine (1) operates at an operation point having the highest efficiency and wherein consumption and emissions are reduced to a minimum.

4. A system according to claim 1, characterized in that said transmission system (2) has a continuously variable reduction ratio.

5. A system according to claim 4, characterized in that the transmission system (2) comprises a belt converter rotating on expanding pulleys.

6. A system according to claim 5, characterized in that said belt is metallic and segmented.

7. A system according to claim 5,
characterized in that the diameter of said pulleys is
automatically varied by an hydraulic system associated
to the transmission system and driven by a control
unit.

8. A system according to claim 1,
characterized in that a control unit (4) manages the
internal combustion engine torque distribution for the
drive and for the recharge of the power batteries (6)
of the electric engine supply (3).

9. A system according to claim 8,
characterized in that said electronic control unit (4).